

Approved For Release 2000/05/05 : CIA-RDP71B00590R000200100021-1

SECRET

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TO

FILE

INFO

CITE

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SECRET 272139Z CITE 9821

25X1A

PRIORITY INFO PRIORITY

25X1A

OXCAR 25X1A

THIS IS A MSG

25X1A

1. THE FOLLOWING IS SUBMITTED TO PROVIDE YOU WITH INFORMATION PRESENTLY AVAILABLE CONCERNING F-101 FATAL ACCIDENT INVOLVING

25X1A

2. WAS SCHEDULED AND BRIEFED FOR A 1900 HOURS LOCAL TAKEOFF TO FLY A NIGHT CHASE SORTIE WITH ARTICLE 124. ALTHOUGH 124 WAS BRIEFED TO ACCOMPLISH REFUELING, CHASE WAS BRIEFED NOT TO REFUEL OR FLY CLOSE FORMATION EXCEPT RIGHT AFTER TAKEOFF, IF SUFFICIENT LIGHT STILL EXISTED.

25X1A

3. TAKEOFF WAS AT 1911 LOCAL AND SUNSET AT 1835 LOCAL. CHASE JOINED UP WITH THE ARTICLE, ADVISED HIM HE WAS CLEAN AND WOULD SEE HIM LATER AND LEFT THE FORMATION. IT WAS STILL DUSK AT THIS TIME AND HE PROCEEDED TO

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GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

IN 54035

9821

S E C R E T

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6 HOLDING PATTERN AND HELD THE ENTIRE FLIGHT UNTIL
ARTICLE RETURNED IN EITHER [REDACTED] OR [REDACTED] HOLDING PATTERNS.

25X1A

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25X1A

4. ARTICLE 124 WAS UNDER GCA CONTROL WITH [REDACTED] (CHANNEL 3) ON
DOWNWIND FOR A RUNWAY 32 LOW APPROACH AT 8500 FEET MSL WHEN
CONVERSATION ENSUED BETWEEN ARTICLE AND CHASE INDICATING HE DID NOT
HAVE A VISUAL SIGHTING OF ARTICLE. ARTICLE PILOT THEN ADVISED
THAT EVERYTHING WAS FINE AND HAD NO FARTHER REQUIREMENT FOR CHASE.
[REDACTED] RESPONDED TO THE AFFECT THAT HE WOULD CONTINUE FOLLOWING
UNTIL HE HAD ARTICLE VISUALLY.

25X1A

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25X1A

5. MOBILE OFFICER FIRST OBSERVED CHASE AS ARTICLE WAS TURNING
FINAL APPROACH JUST AS [REDACTED] HAD ASKED HIM IF HE WAS OFF ARTICLE'S
LEFT WING. [REDACTED] RESPONDED THAT HE WAS IN TRAIL MOVING OVER
TO RIGHT SIDE. FROM MOBILE POSITION IT APPEARED THAT HE LOST
SOME ALTITUDE IN TURN BUT REGAINED IT PRIOR TO ROLLING OUT ON FINAL.
DURING FINAL IT APPEARED HE WAS APPROXIMATELY ONE MILE OFF RIGHT WING
AND SLIGHTLY IN TRAIL OBSERVING ARTICLE THROUGH APPROACH. APPROX-
IMATELY 2 TO 3 MILES OUT IT APPEARED HE WAS SLIGHTLY LOWER THAN
ARTICLE. DURING MOBILE OBSERVED A FIREBALL FROM THE AIRCRAFT
STREAK ACROSS THE DESERT. AT THE TIME HE APPEARED WINGS LEVEL AND
SLIGHTLY LOWER THAN THE ARTICLE. THE ARTICLE INITIATED HIS GO-
AROUND AT 500 FEET ABOVE THE GROUND AND 190 KNOTS IAS AND OBSERVED
FIREBALL DURING GO-AROUND.

6. NO CONVERSATION WAS HEARD FROM AIRCRAFT AND WE HAVE NO IDEA
AT THIS TIME AS TO WHAT HE WAS DOING. INITIAL INSPECTION OF THE
AIRCRAFT INDICATES IT SLID APPROXIMATELY 3,000 FEET AFTER LEVEL

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